BookletChart™

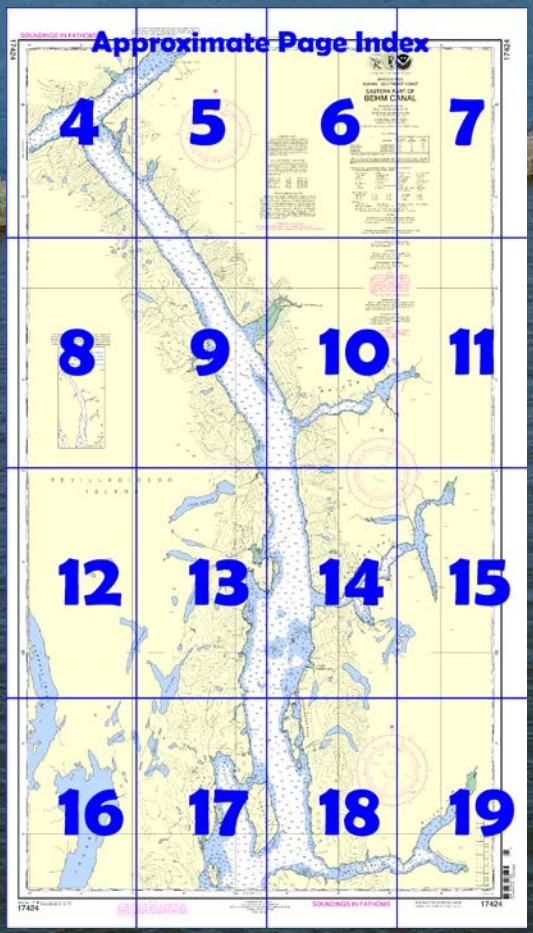
Behm Canal – Eastern Part

NOAA Chart 17424

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

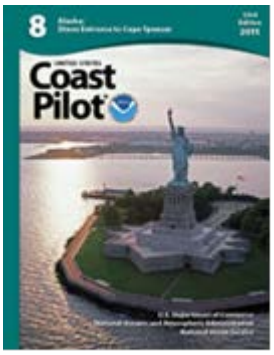
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17424.



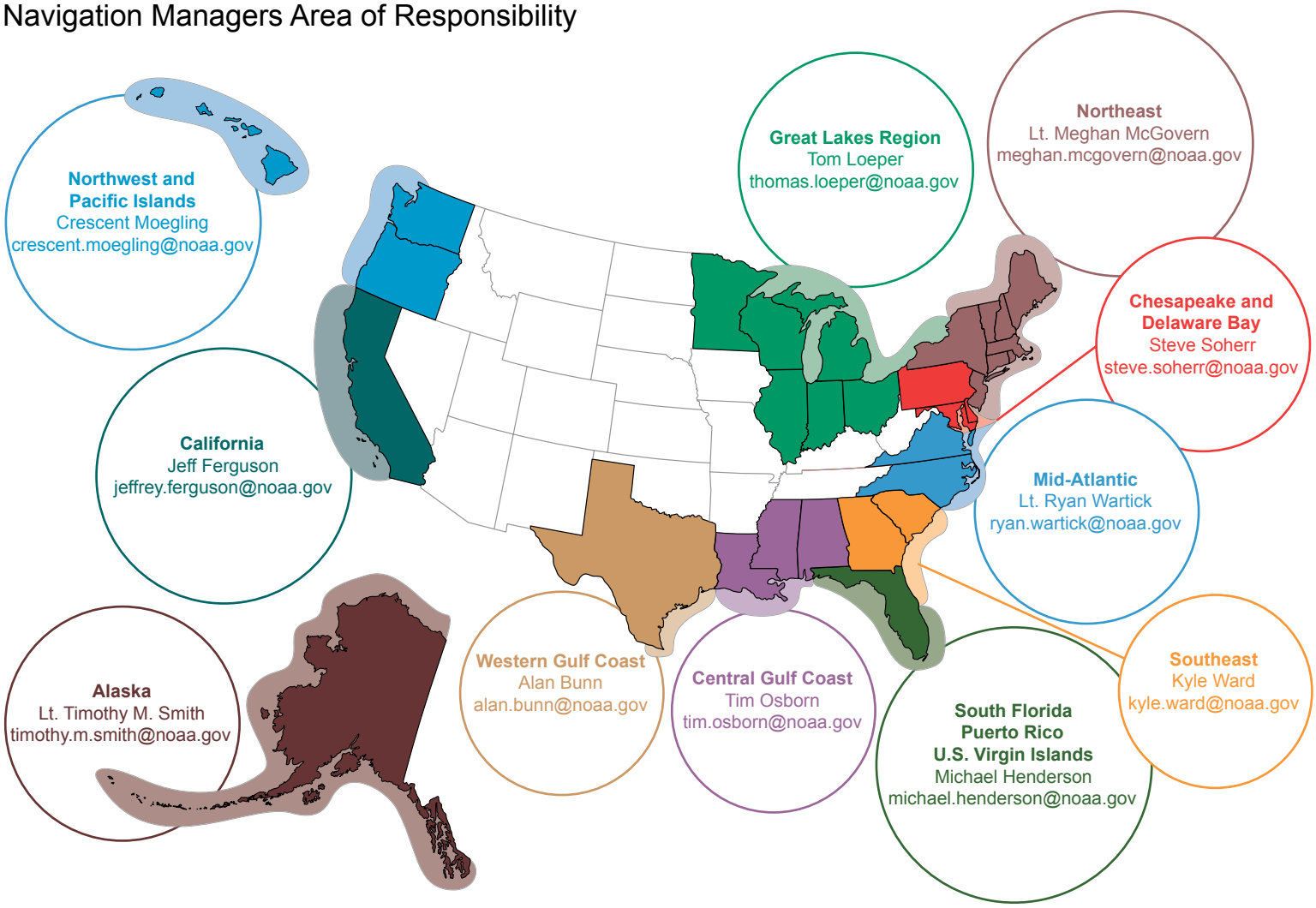
(Selected Excerpts from Coast Pilot)
Smeaton Bay enters Behm Canal from E 10 miles above Point Sykes (chart 17434) and E of the S end of Smeaton Island. On the S side of the entrance to the bay, between **Carp Island** and **Short Point**, a vessel can lie in summer in 19 fathoms, hard bottom, protected from the summer winds. Small vessels may find shelter close to Short Point in 5 to 10 fathoms. Numerous shoals and rocks are close to Carp Island; foul ground extends about 0.3 mile from the NW side of the island. Another deep-draft anchorage may be found on the S side of the bay near the entrance to a small inlet 0.6 mile E of Short Point in 20 to 30 fathoms, hard bottom.

Seven miles from the entrance, the bay divides into **Wilson Armand Bakewell Arm**. A mining camp is on the S shore of Wilson Arm about 3.5 miles from the entrance. A floating pier is at the camp, and a private mooring buoy is NE of the camp.
Princess Bay, to the W of Smeaton Island, is open and exposed to the S. Deep water extends close to the shores, and depths in the bay are too great for anchorage. **Short Pass**, between the N end of Smeaton Island and **Wasp Point**, has a depth of 11 fathoms.
A private mooring buoy is about 0.8 mile NNW of Wasp Point. Small craft can find anchorage in the small bight in the W shore about 1 mile N of the S tip of **Sharp Point** (55°20.7'N., 131°01.4'W.) in 15 to 20 fathoms, hard bottom. This anchorage affords good protection from S and SE winds. Anchorage for small craft can be had in the bight to W of Sharp Point, depths ranging from 5 to 20 fathoms, hard bottom. In entering favor the W shore. Very small craft can find a land-locked anchorage in the bight on the W shore, about 1.5 miles SW of Sharp Point in 2 fathoms, soft bottom. This bight and the entrance are foul. Enter only on a rising tide with local knowledge, and use extreme caution.
Wasp Cove is on the W shore of Behm Canal, about 3 miles N of Smeaton Island. It affords anchorage for small craft in 5 to 7 fathoms, soft bottom, free from obstructions.
Shoalwater Pass is a narrow body of water that separates **Winstanley Island** from the mainland. The pass is divided into two separate anchorages, the N one being the better of the two, with depths of 5 to 33 fathoms, mud bottom. The S anchorage has depths of 12 to 27 fathoms, mud bottom. Small craft can pass through the narrows between the anchorages at high water. **Candle Island** is on the W side of the S entrance to the pass. A submerged rock with 3 feet over it is near the middle of the S entrance about 0.9 mile N of Candle Island. The bar at the N entrance has a depth of 9 feet and should not be crossed at low water except by small craft. A privately maintained mooring buoy is about 0.3 mile SW of the bar at the N entrance to the N anchorage.
Entrance Island, which is fairly bold, may be passed on either hand in approaching the N entrance to Shoalwater Pass. Pass in midchannel between the highwater islet at the N end of Winstanley Island and **Slag Point**; then favor the mainland shore and proceed with caution until up with the wooded island on the Winstanley side of the channel. Leave this island to the W and select an anchorage S of it.
Checats Cove, on the E side of Behm Canal, is entered about 1.7 miles NNE of Winstanley Island between **Edith Point** on the N and **Checats Point** on the S. The cove affords anchorage for small vessels, protected from S winds, in about 8 to 10 fathoms, mud bottom, about 100 to 200 yards N of Checats Point. Strangers should select an anchorage at low water, as the flats extend for some distance and are then plainly visible.
New Eddystone Rock (55°30.2'N., 130°56.2'W.), 20 miles above Point Sykes, is a remarkable shaft of rock, 230 feet high, rising from a sand shoal in the middle of the canal, with deep water surrounding it. It may be passed on either hand, keeping it at a distance of 0.5 mile to avoid the sand shoal. At the E extremity of the shoal is a small pinnacle rock that uncovers about 4 feet.
New Eddystone Islands are a group of islets and rocks, some of which cover; they extend for about 1.2 miles offshore NE of New Eddystone Rock. Small craft with local knowledge pass among these islands, but strangers should keep to W of them.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

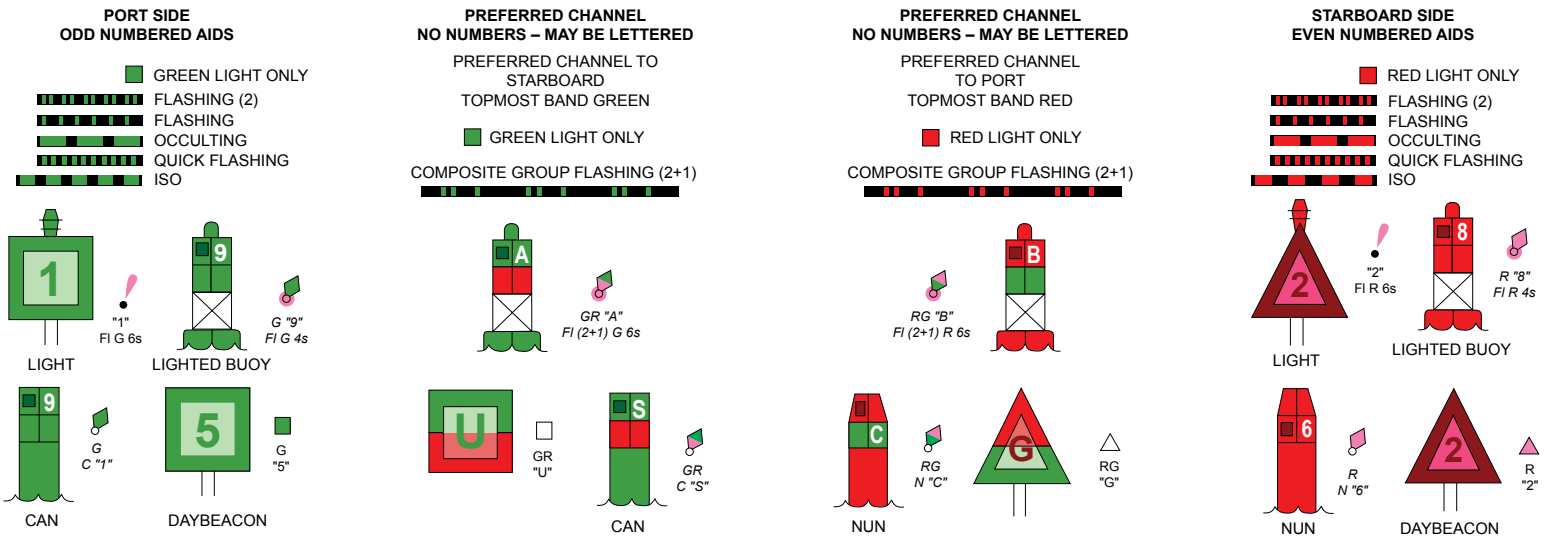


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

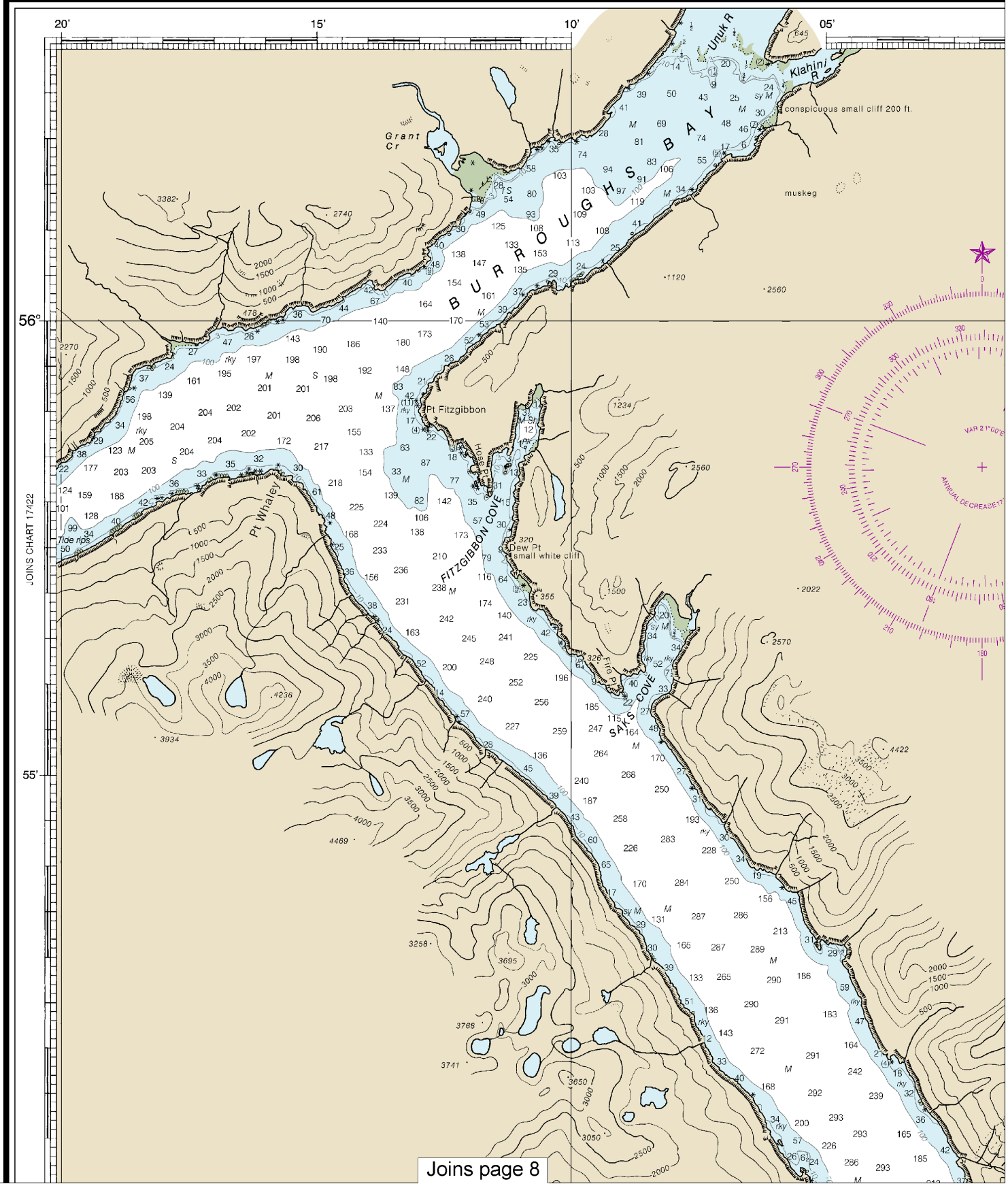


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FATHOMS

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

17424



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

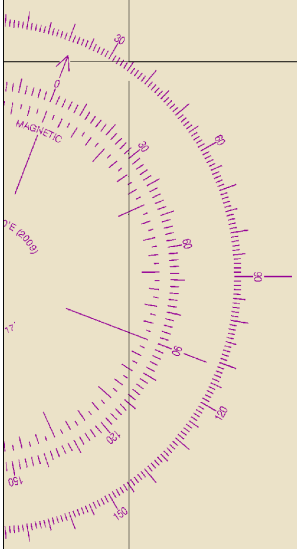
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Formerly C&GS 8078, 1st Ed., Mar. 1934 H-1933-396 KAPP 2737

131° 55' 50' 45'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTHEAST COAST

EASTERN PART OF BEHM CANAL

Mercator Projection
Scale 1:80,000 at Lat 55° 20'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Rudyerd Bay	(55°38'N/130°39'W)	15.7	14.8	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2009)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.245" southward and 6.108" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwan I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.550 MHz

COLREGS, 80.1705. (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Joins page 6

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radi
Rot rotatin
s seconds
SEC secto
St M statute mile
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or

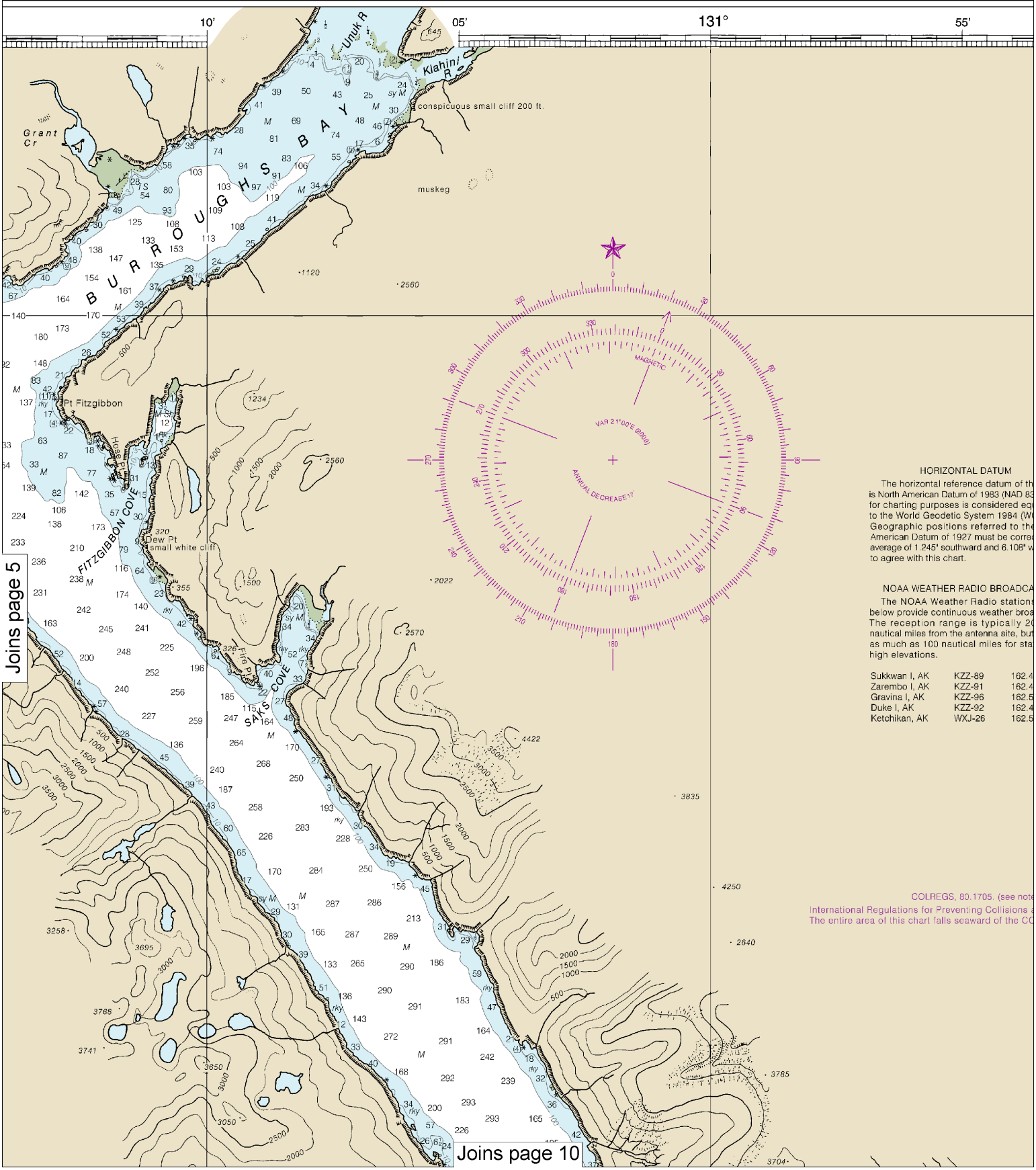
Joins page 9

MS

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Formerly C&GS 8078, 1st Ed., Mar. 1934 H-1933-396 KAPP 2737

10' 05' 131° 55'



HORIZONTAL DATUM

The horizontal reference datum of th
is North American Datum of 1983 (NAD 83
for charting purposes is considered equ
to the World Geodetic System 1984 (WG
Geographic positions referred to the
American Datum of 1927 must be correc
average of 1.245" southward and 6.108" w
to agree with this chart.

NOAA WEATHER RADIO BROADCA

The NOAA Weather Radio stations
below provide continuous weather broa
The reception range is typically 20
nautical miles from the antenna site, but
as much as 100 nautical miles for sta
high elevations.

Sukkwan I, AK	KZZ-89	162.4
Zarembo I, AK	KZZ-91	162.4
Gravina I, AK	KZZ-96	162.5
Duke I, AK	KZZ-92	162.4
Ketchikan, AK	WXJ-26	162.5

COLREGS, 80.1705. (see note
International Regulations for Preventing Collisions a
The entire area of this chart falls seaward of the CO

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

50' 45' 40'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTHEAST COAST

EASTERN PART OF
BEHM CANAL

Mercator Projection
Scale 1:80,000 at Lat 55° 20'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

56°

55'

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Rudyerd Bay	(55°38'N/130°39'W)	15.7	14.8	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2009)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

NOTE A

Navigation regulatio
Chapter 2, U.S. Coast P

Joins page 11

this chart
83), which
quivalent
WGS 84).
he North
rected an
westward

CASTS
ns listed
oadcasts.
20 to 40
ut can be
tations at

.425 MHz
.450 MHz
.525 MHz
.450 MHz
.550 MHz

te A)
s at Sea, 1972.
COLREGS Demarcation Line.

Joins page 4

50'

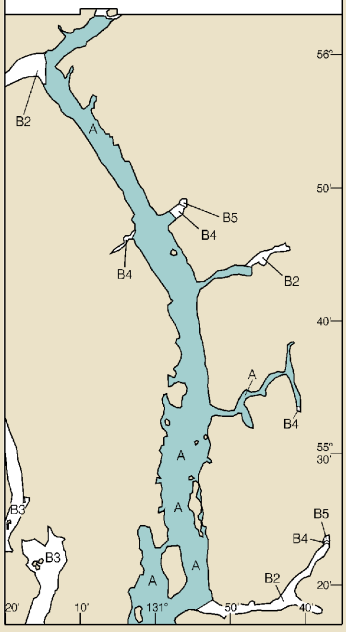
45'

40'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2013	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage



PORTAGE COVE

R E V I L L A G I G E D O

I S L A N D

Joins page 12

8

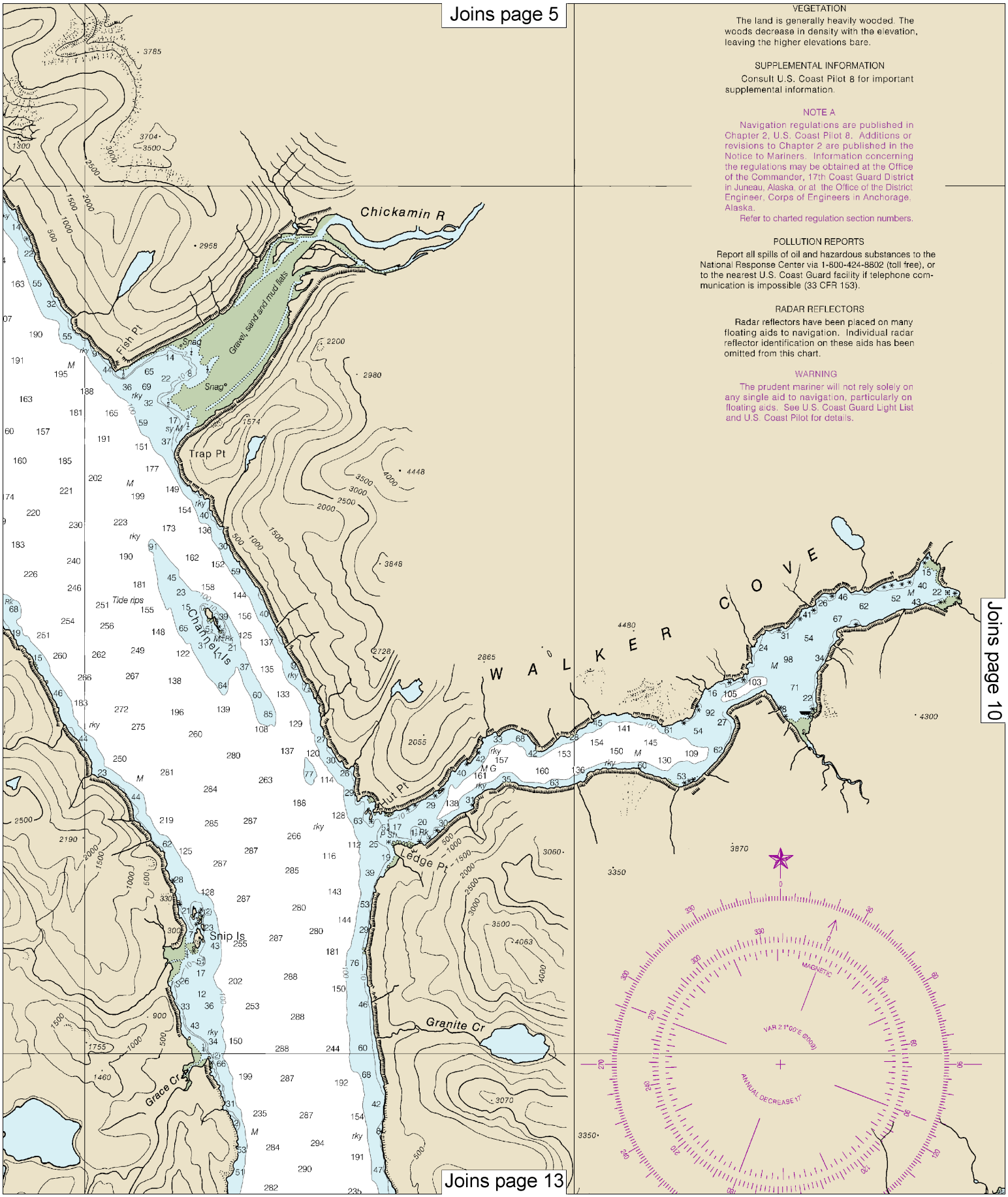
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

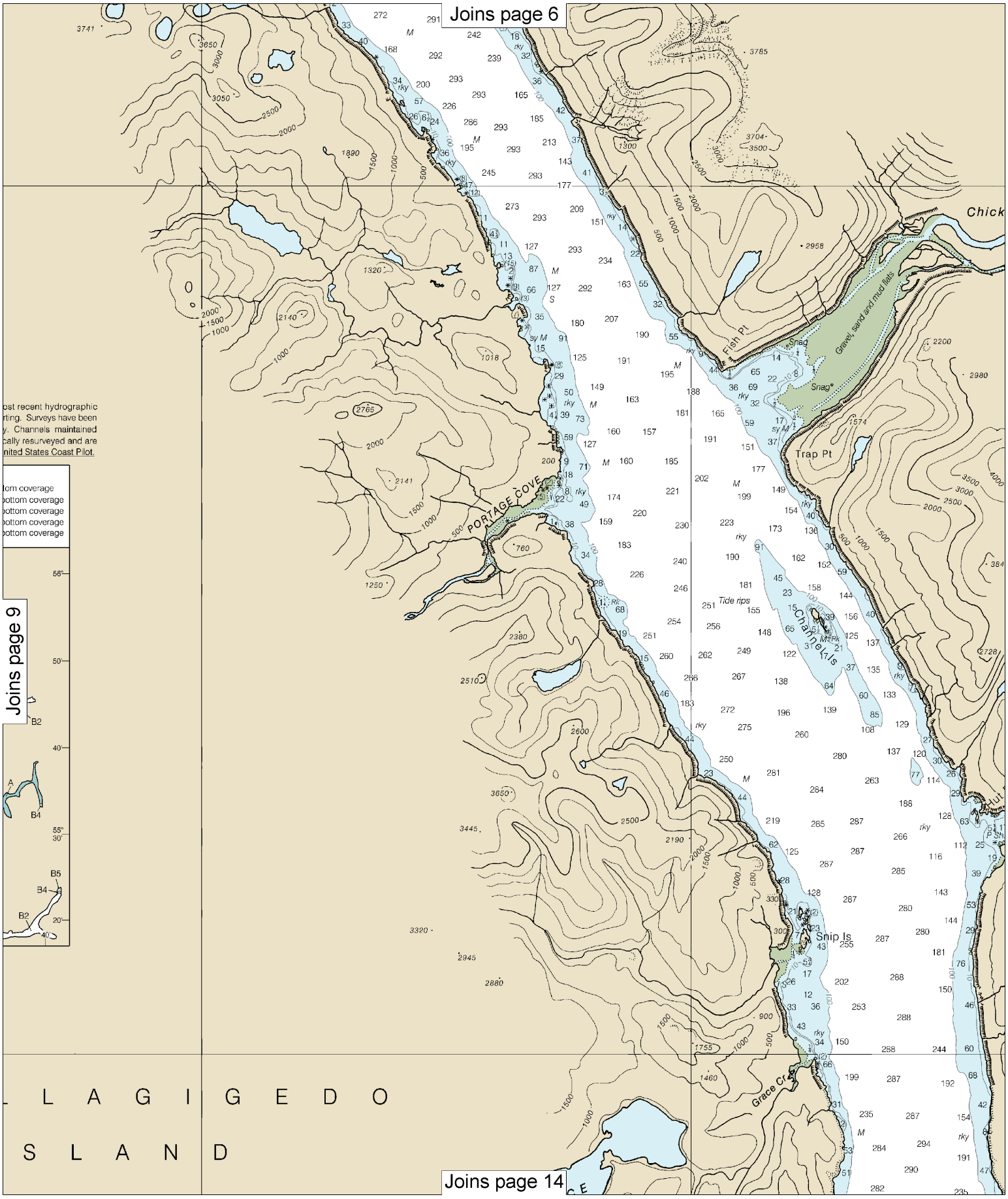
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



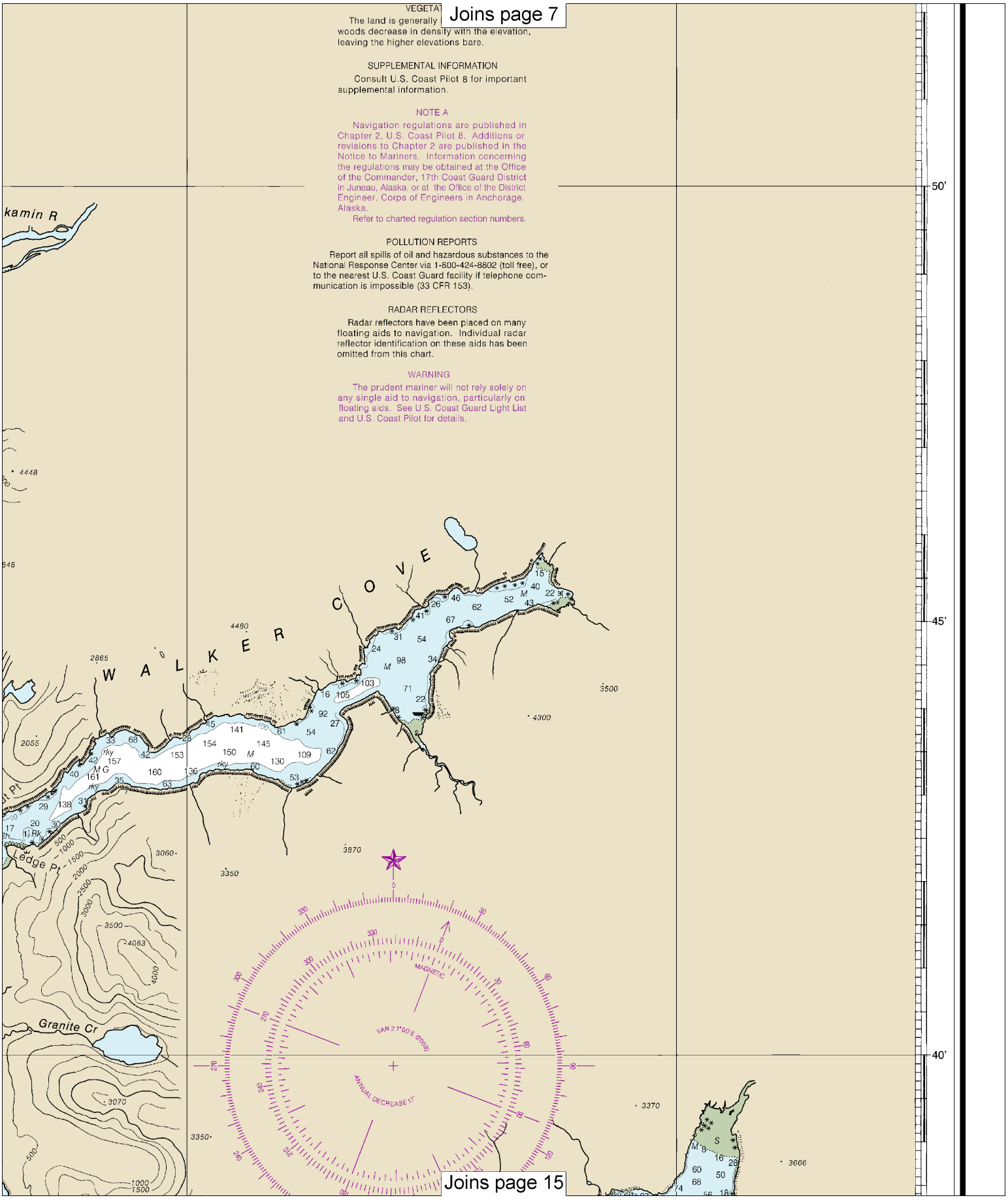
Note: Chart grid lines are aligned with true north.

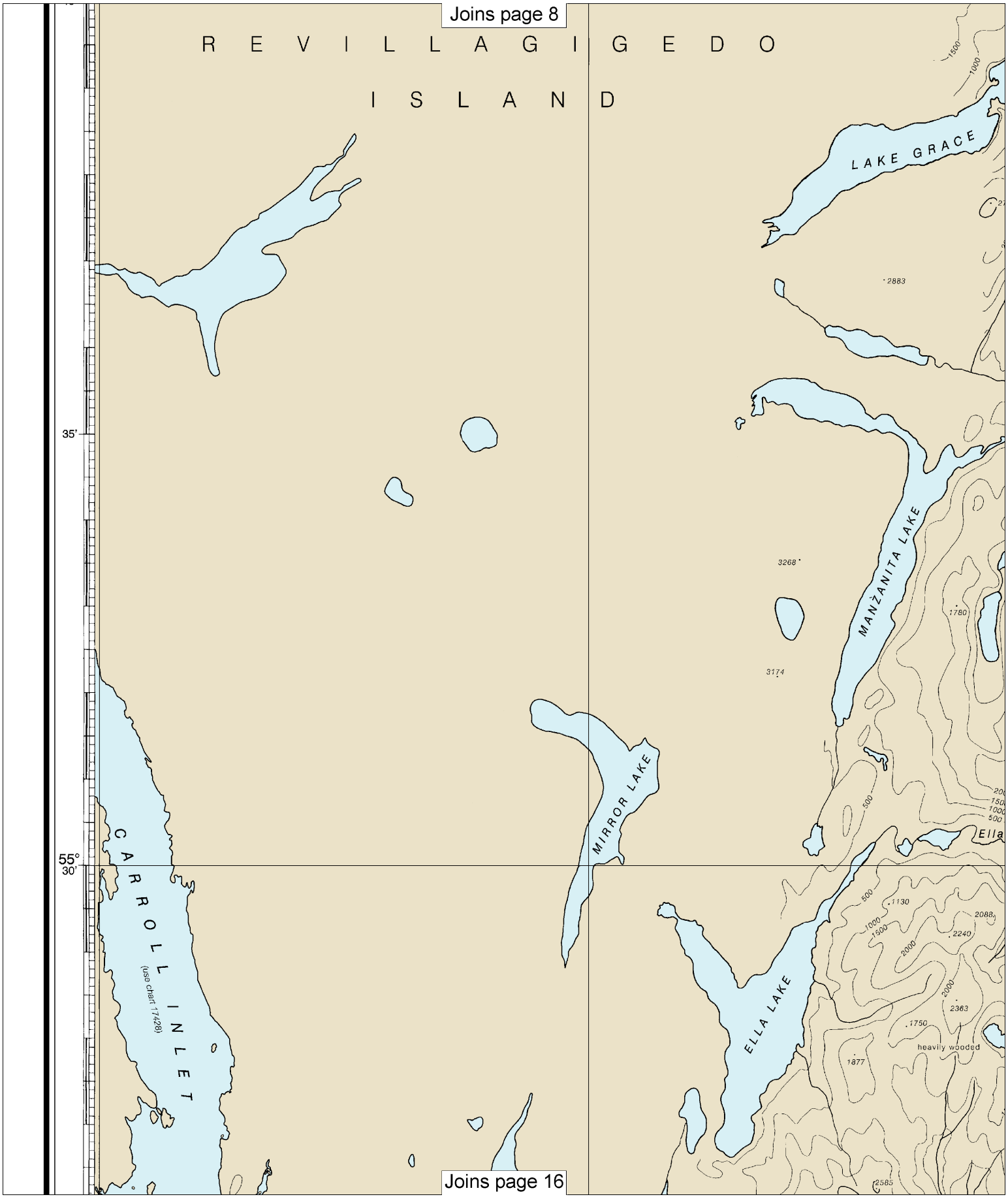
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


VEGETA
Joins page 7
The land is generally
woods decrease in density with the elevation,
leaving the higher elevations bare.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important
supplemental information.
NOTE A
Navigation regulations are published in
Chapter 2, U.S. Coast Pilot 8. Additions or
revisions to Chapter 2 are published in the
Notice to Mariners. Information concerning
the regulations may be obtained at the Office
of the Commander, 17th Coast Guard District
in Juneau, Alaska, or at the Office of the District
Engineer, Corps of Engineers in Anchorage,
Alaska.
Refer to charted regulation section numbers.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the
National Response Center via 1-800-424-8802 (toll free), or
to the nearest U.S. Coast Guard facility if telephone com-
munication is impossible (33 CFR 153).
RADAR REFLECTORS
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.
WARNING
The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.
kamin R
WALKER COVE
Ledge Pt
Granite Cr
MAGNETIC
VAR 21°00'E (2009)
ANNUAL DECREASE 17'
50'
45'
40'
Joins page 15



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

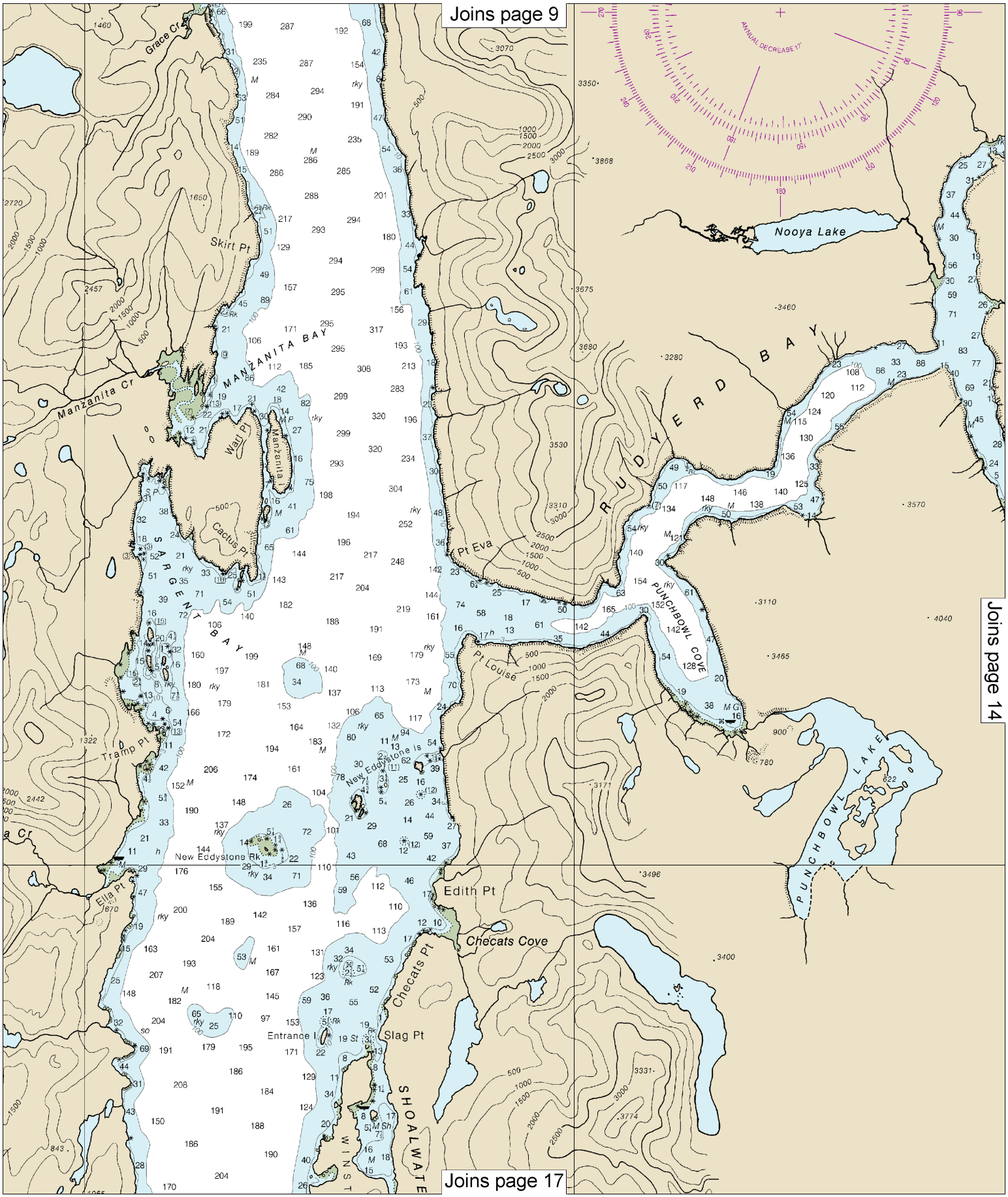
Nautical Miles

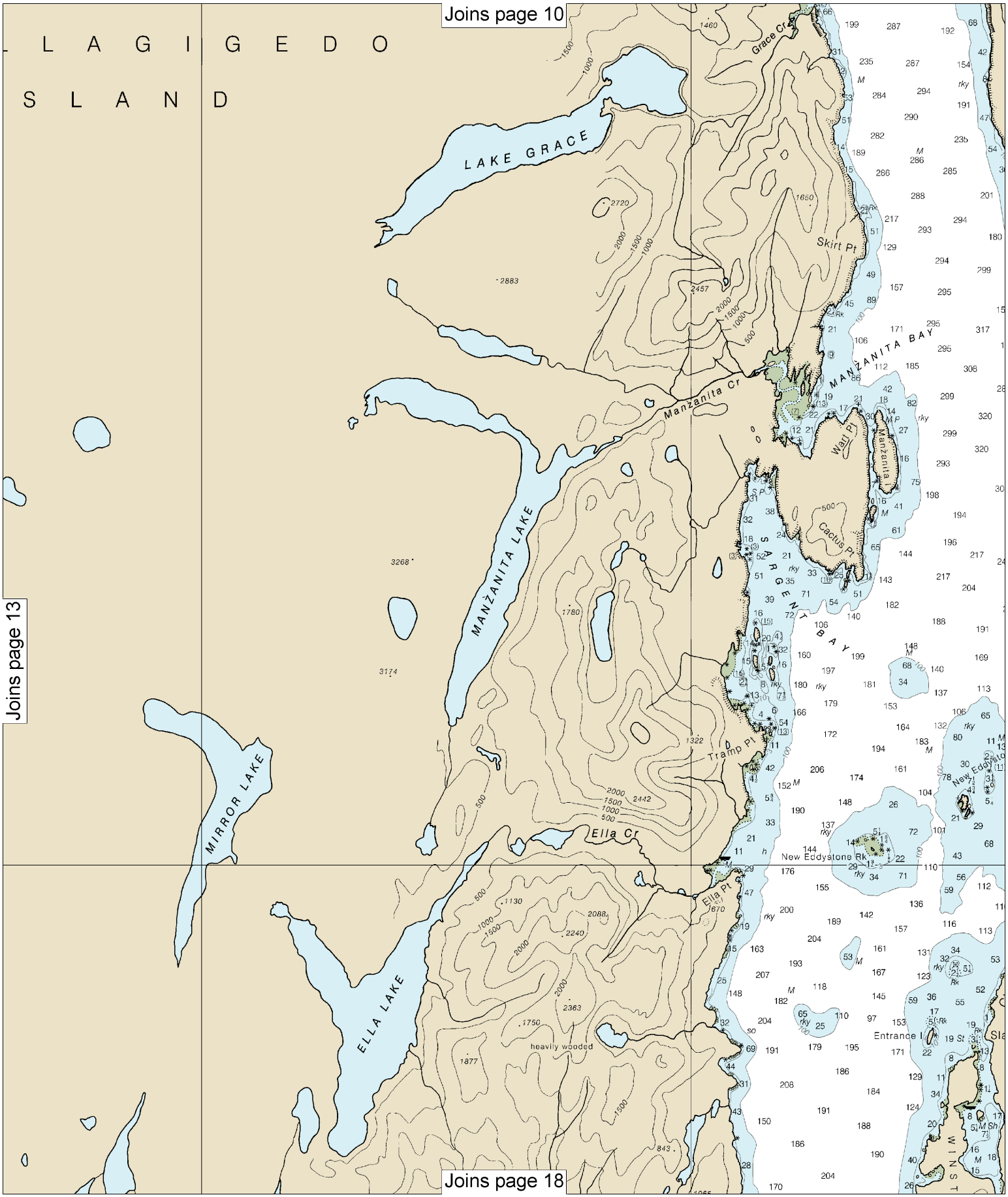
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
Joins page 14
Joins page 17
Grace Cr
Skirt Pt
MANZANITA BAY
Manzanita Cr
Wall Pt
Manzanita
Cactus Pt
SARGENT BAY
Tramp Pt
New Eddystone Rk
New Eddystone Is
Ella Pt
Pt Eva
Pt Louise
RUDYERD BAY
Nooya Lake
PUNCHBOWL COVE
PUNCHBOWL LAKE
Edith Pt
Checats Cove
Checats Pt
Slag Pt
Entrance I
SHOALWATER
ANNUAL DECREASE 17'



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

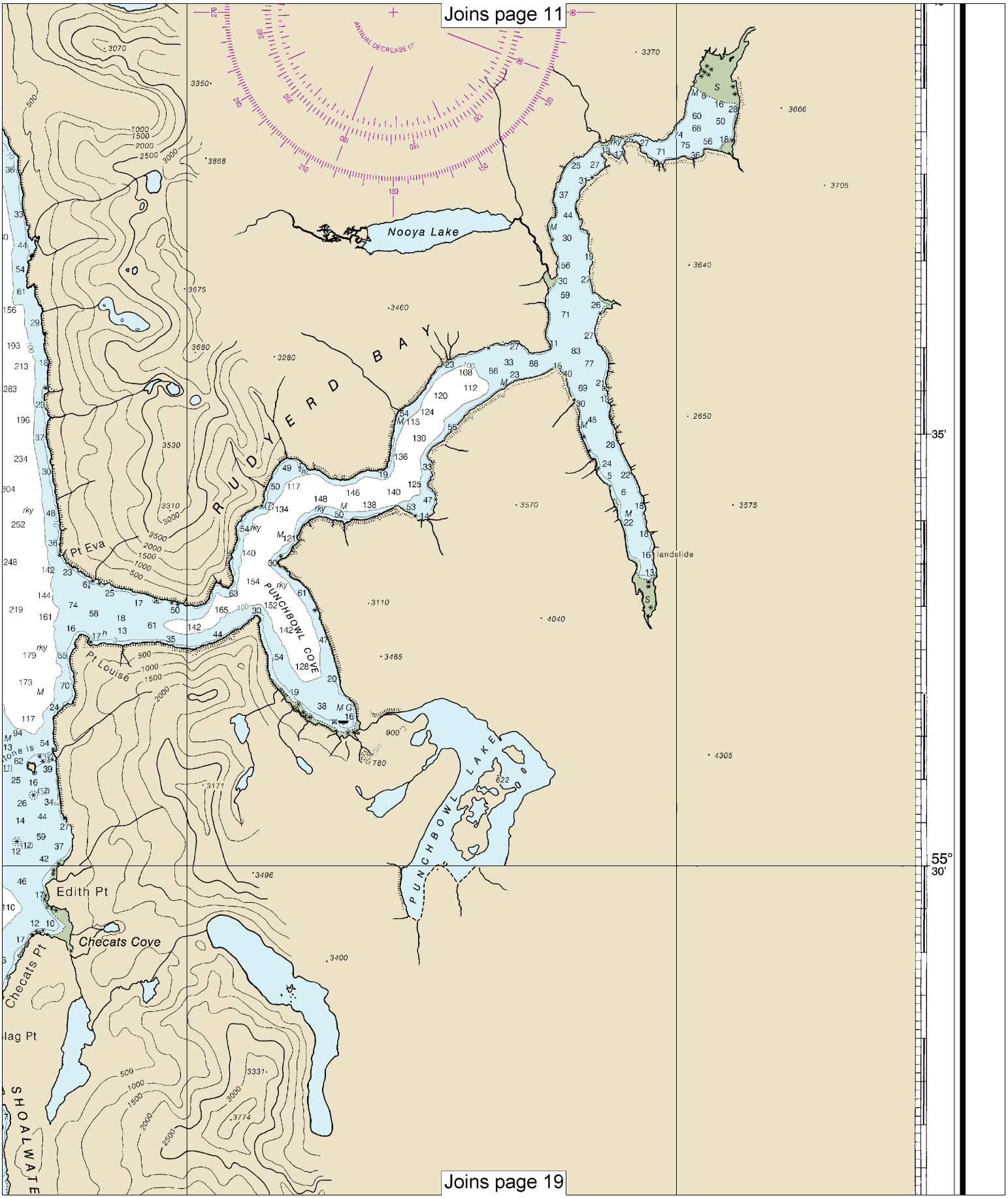
Nautical Miles

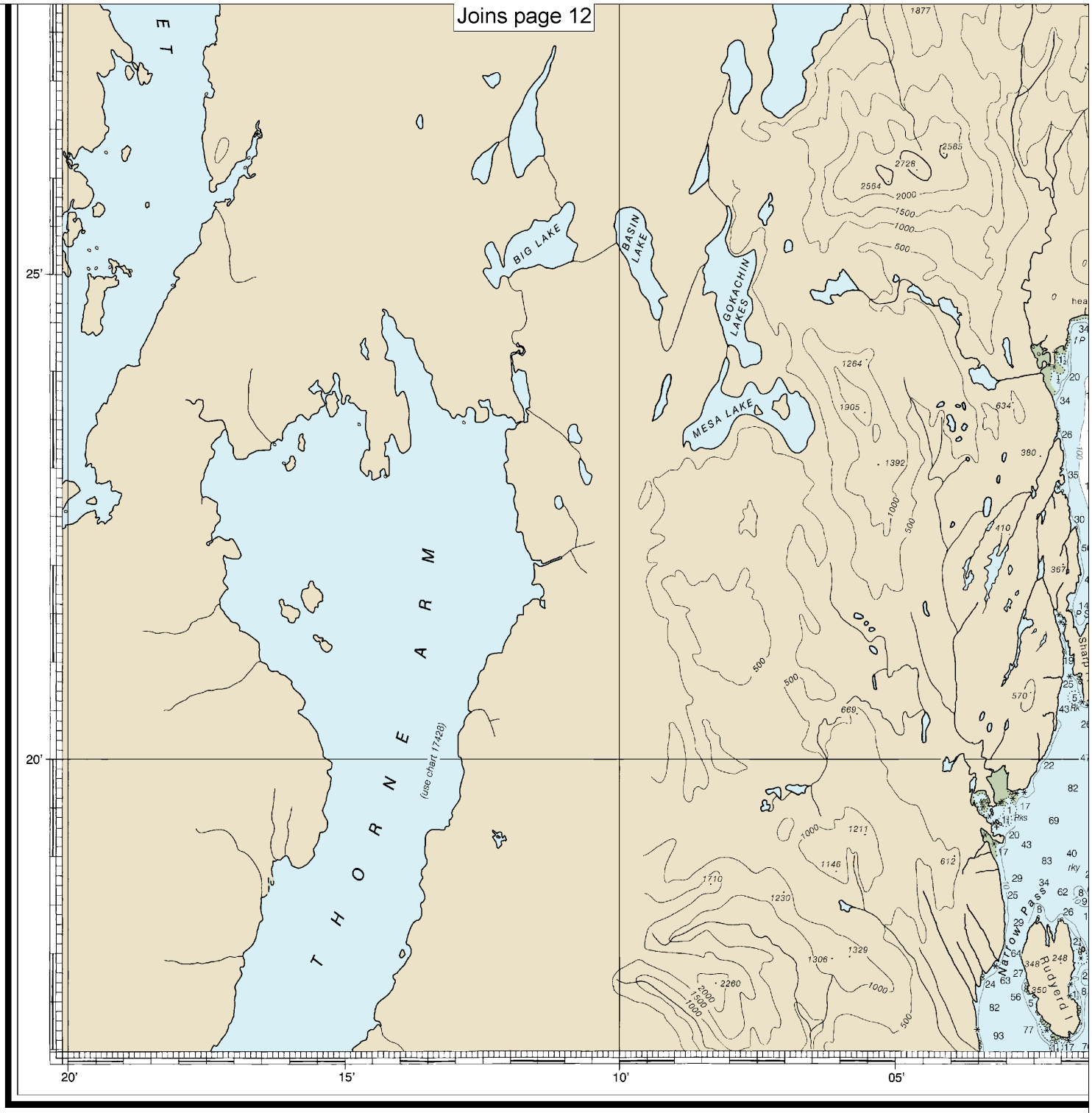
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 11
Nooya Lake
RUDYERD BAY
Pt Eva
Pt Louise
PUNCHBOWL COVE
PUNCHBOWL LAKE
Landslide
Edith Pt
Checats Cove
Checats Pt
Mag Pt
SHOALWATE
35'
55°
30'
Joins page 19



9th Ed., Oct. 2009

17424

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 4/22/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

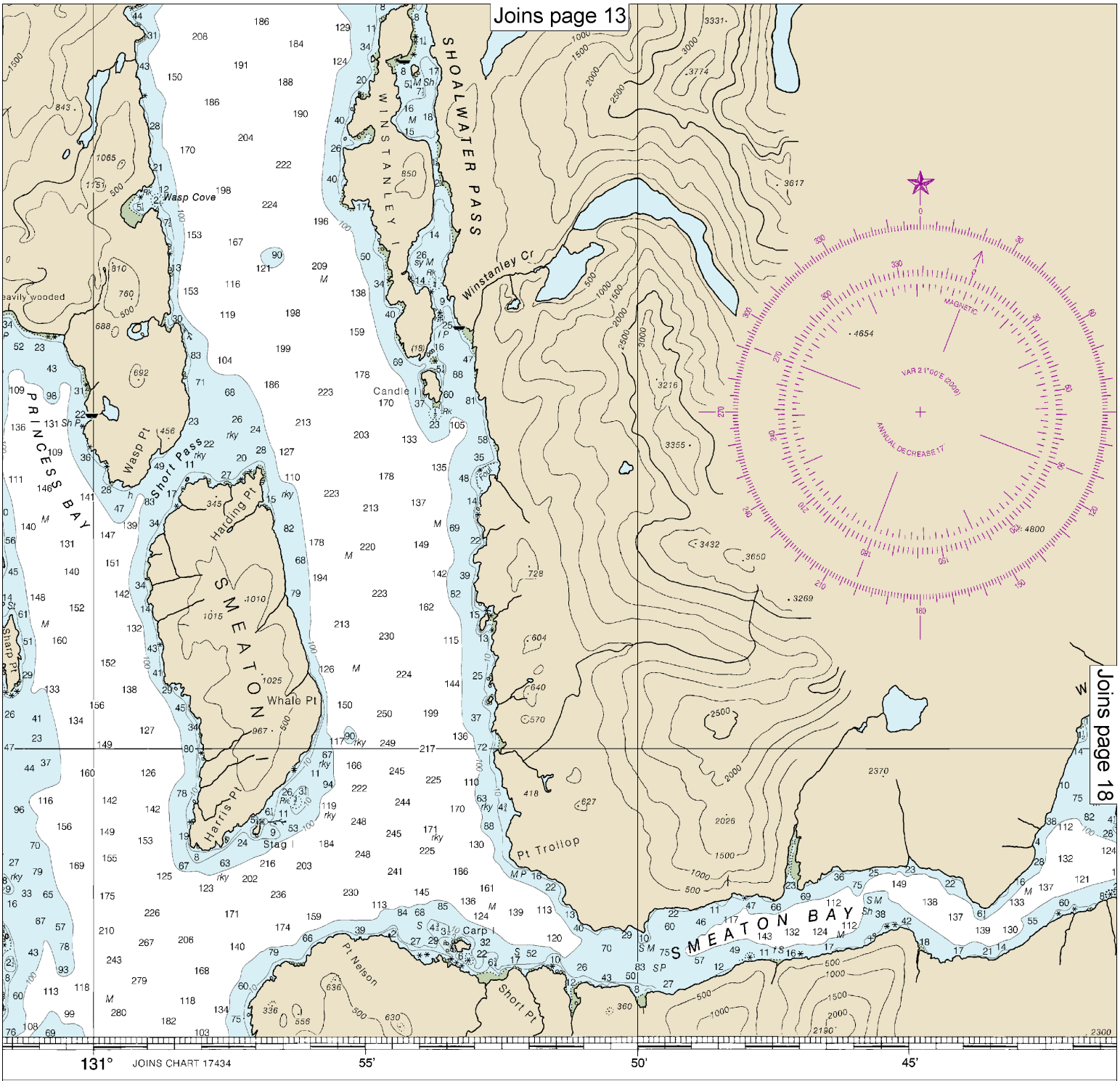
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

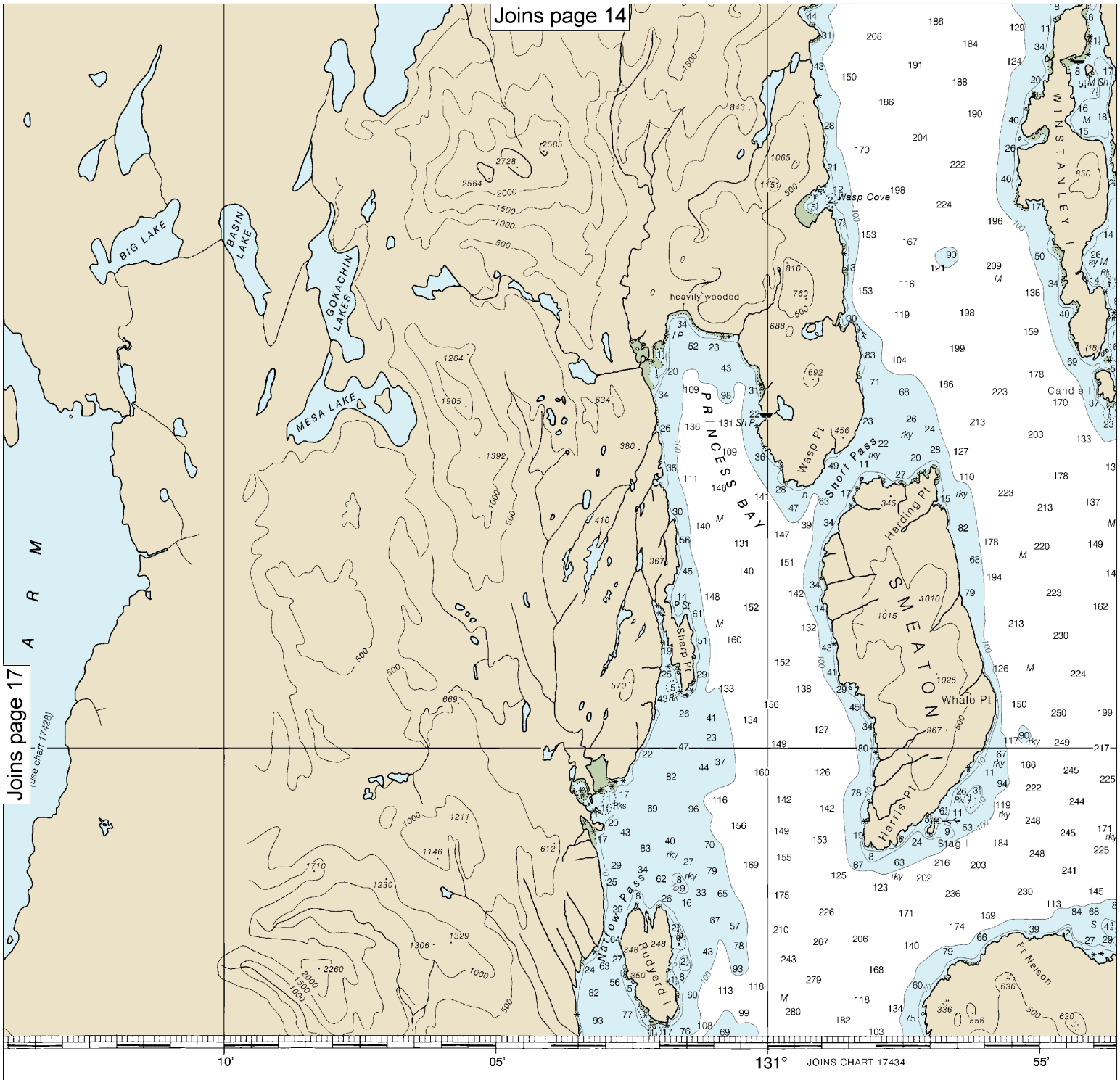
See Note on page 5.



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

Eastern
SOUNDINGS



CAUTION

n the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence
ners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in
dates corrected from Notice to Mariners published after the dates shown in the lower left
charts.noaa.gov.

rough:
1/12/2016), CHS: 1016 (10/28/2016)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

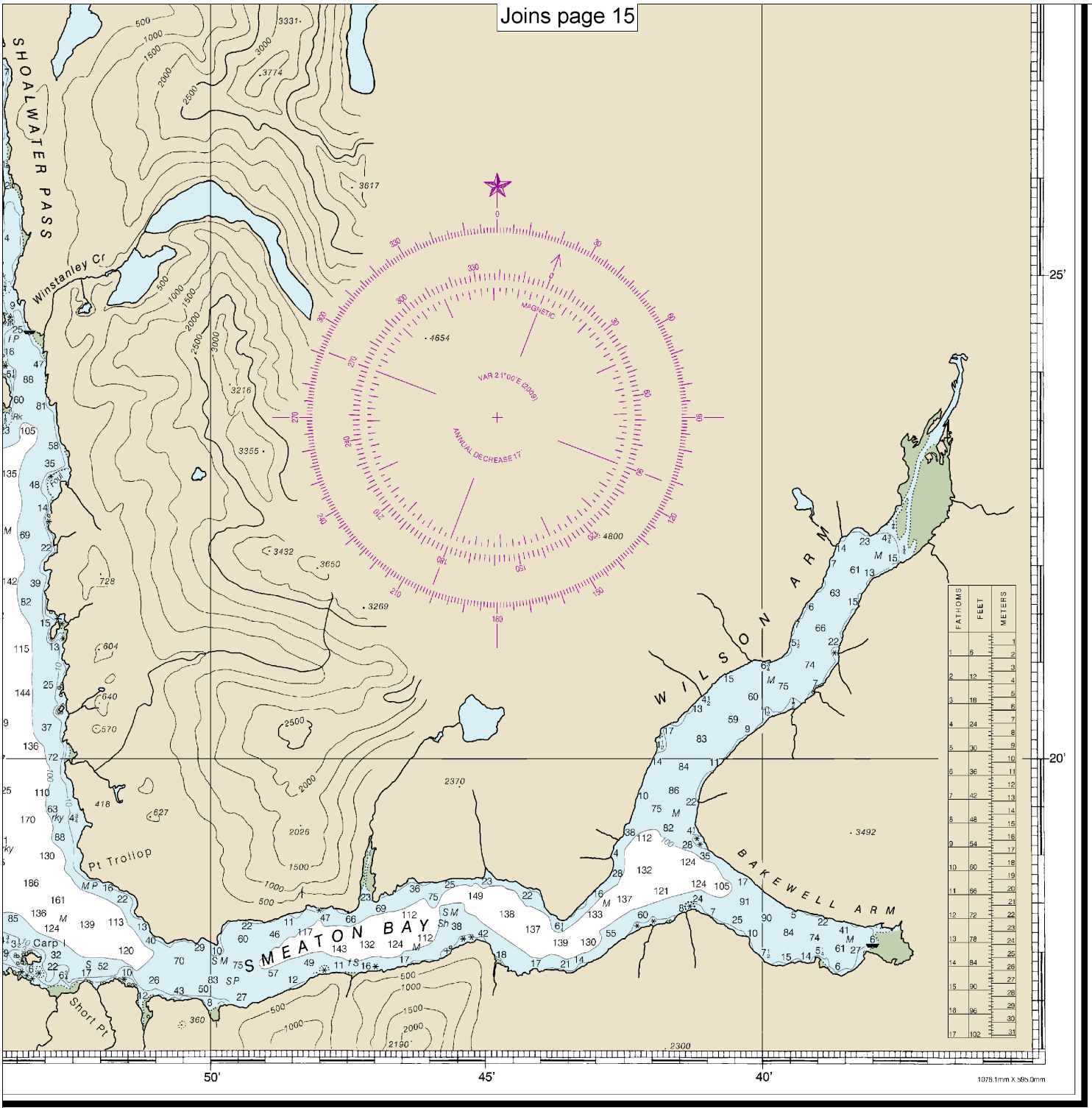
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



SOUNDINGS IN FATHOMS

Eastern Part of Behm Canal

SOUNDINGS IN FATHOMS - SCALE 1:80,000

17424

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker